Motion on measurements to be used in TLW Project EIS

The Trans Lake Washington Project EIS should include the following measurements as part of the analysis for each alternative:

1. **Evaluate construction related delay.** This is a significant cost of major transportation capital improvement projects that should be quantified in terms of person hours and included in cost-benefit analysis of each alternative.

2. **Measure changes in transit travel time and reliability accurately.** In the 405 Corridor Program DEIS, SOV travel time was assumed to degrade significantly between the 1995 baseline and 2020 under the no-action alternative, but the DEIS assumed little if any deterioration in transit travel speeds over the same times period under the no-action alternative. By understating the delays to transit riders understates the benefits (in terms of potential cumulative time savings to users) of new transit capacity, and dedicated right-of-way.

3. **Use the modern and available models to accurately evaluate the transportation and land-use impacts of each alternative.**

General-purpose capacity expansion on major urban freeways is known to generate low-density, automobile-oriented land development in areas that benefit from improved regional auto accessibility. In turn, this type of auto-oriented development increases trip demand and congestion levels on both the expanded facility and connecting segments of the local and regional road networks. This linkage between transportation and land-use must be captured in the EIS to accurately evaluate the distinct impacts of each build and no-build alternative and resulting land-development patterns on the environment, and the regional transportation network.

- The PSRC's new travel model includes walk and bike modes, variable occupancy for carpools and a land-use variable in the mode choice model, making it more sensitive to the effects of land-use on transit, carpool, walk, and bike travel.
- The UrbanSim integrated land-use and activity-based travel model developed at the University of Washington captures feedback between transportation and land-use changes over time and should be considered for analysis of Trans Lake alternatives and future Urban Corridor Environmental Impact Assessments.

If the old PSRC travel and land-use models must be used for the Trans Lake Washington EIS, the WSDOT should take into account land use changes for each alternative at the local level, and feed projected local land-use changes into the travel model to forecast, as best possible, travel demand induced by new transportation infrastructure in the SR520 and I-90 corridors.

ALTERNATIVES TO BE STUDIED

1. Replacement with the current 4-lane configuration.
2. A. Replacement with the addition of 2 HOV lanes, and with pontoons built with the capacity to add a transit system at a future date. Evaluate closing the Arboretum exit and adding a tunnel crossing the Montlake Cut and connecting 520 directly with Pacific Avenue and Montlake Avenue near Husky Stadium.
   B. Replacement with the addition of 2 HOV lanes, and with pontoons built with the capacity to add a transit systems at a future date, without the proposed tunnel crossing.
3. Replacement with the addition of 2 HOV lanes and 2 GP lanes.

MOTION ON ENVIRONMENTAL IMPACTS TO BE STUDIED AND MITIGATED

All alternatives should fully address impacts on affected communities and the environment, should take these into account in design, and should fully mitigate for unavoidable impacts. This will include lids where possible. Any mitigation and enhancements should be integral to project design and development, and not an add-on that can be dropped or postponed to save money.

The following neighborhood impact information needs to be made explicit.

- Neighborhood noise impacts, with impacts measured using the 65 L_{DN} at 25 feet above the surface noise standard;
- Air quality, with impacts measured against a CO baseline collected in neighborhoods not affected by SR-520/I-5 traffic;
- Particulate matter, with impacts measured against a particulate matter baseline collected in neighborhoods not affected by SR-520/I-5 traffic;
- Water quality, measured by any changes in the amount of run-off going into waters that abut shorelines;
- Right-of-way impacts, with impacts measured by any expansion in the surface area of the existing SR-520/I-5 corridor's right-of-way;
- Parkland, with impacts measured by any net loss of park lands;
- Neighborhood streets, arterials and intersections, with impacts measured by increases in neighborhood traffic volumes;
- Visual effects, with impacts measured by any new elevated structures; and

- Neighborhood connectivity, with impacts measured by any street openings/closures that increase/decrease pedestrian movement between neighborhoods.

MOTION ON EXPANDED TDM PROGRAM FOR TLS EIS

1. *Pricing measures* on the facility and as a TDM strategy to reduce SOV travel demand should be studied in the EIS. Tolls or other innovative finance mechanisms could provide a needed revenue source to build the facility. Tolls can also manage vehicle travel demand and provide some alternative to adding general-purpose lanes.

2. *Funding* for TDM should be increased to $250 million to $300 million, from the current level of $140 million to $180 million through 2020. The I-405 TDM program has been proposed with $452 million over 20 years.

3. *WSDOT's study of the effectiveness of TDM and land use measures should be better coordinated* with the EIS.

4. *Increase the mode split goal to 30% or higher* for HOV, transit, and other alternative modes on the SR-520 Bridge. The current 20% of higher goals is already exceeded in many Seattle and Eastside neighborhoods. Include *bicycle and pedestrian capital facilities*, since a complete and continuous network of sidewalks and bicycle facilities are critical to getting people to walk and bike more often.